

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
April 5, 2006
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Ed Beasley, Glendale, Chair	Mike Cartsonis for Darryl Crossman,
Bridget Schwartz-Manock for Jan Dolan,	Litchfield Park
Scottsdale, Vice Chair	Christopher Brady, Mesa
# George Hoffman, Apache Junction	Tom Martinsen, Paradise Valley
Charlie McClendon, Avondale	Terry Ellis, Peoria
Carroll Reynolds, Buckeye	Frank Fairbanks, Phoenix
* Jon Pearson, Carefree	Cynthia Seelhammer, Queen Creek
Usama Abujbarah, Cave Creek	* Bryan Meyers, Salt River Pima-Maricopa
Patrice Kraus for Mark Pentz, Chandler	Indian Community
* B.J. Cornwall, El Mirage	Jim Rumpeltes, Surprise
Alfonso Rodriguez for Orlando Moreno, Fort	Amber Wakeman for Will Manley, Tempe
McDowell Yavapai Nation	* Reyes Medrano, Tolleson
* Tim Pickering, Fountain Hills	* Shane Dille, Wickenburg
* Lynn Farmer, Gila Bend	Mark Fooks, Youngtown
* Gila River Indian Community	Dale Buskirk for Victor Mendez, ADOT
George Pettit, Gilbert	David Smith, Maricopa County
Stephen Cleveland, Goodyear	Bryan Jungwirth for David Boggs,
Mark Johnson, Guadalupe	Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

1. Call to Order

The meeting was called to order by Chair Ed Beasley at 12:10 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Beasley announced that Tim Pickering and George Hoffman were attending via teleconference. Chair Beasley stated that transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting. Parking validation was available from MAG staff for those who parked in the parking garage. He noted that materials for agenda items #6, #8B, #11 and #12 were at each place.

3. Call to the Audience

Chair Beasley stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Chair Beasley noted that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit and there is a timer to help the public with their presentations. Chair Beasley stated that for members of the audience who wish to speak, comment cards were available from the staff.

Chair Beasley recognized public comment from Mr. Crowley, who said that MAG did not have a quorum at the joint public hearing—there was only one representative. Mr. Crowley stated that the transcript says that Debbie Cotton was at the hearing, but she was not, nor was anyone from Phoenix at the table. For agenda items #5D and #5F, Mr. Crowley urged cities to pay what they owe. Mr. Crowley stated that he wanted to be counted when a census is done. For agenda item #9, Mr. Crowley stated that block 26 should be looked at. For agenda item #11, he commented that Sheriff Arpaio is the main mental health care provider in the county. Mr. Crowley noted that at least 28 percent of those incarcerated have some sort of mental illness. Chair Beasley thanked Mr. Crowley for his comments.

4. Executive Director's Report

Dennis Smith reported that the deadline for the Desert Peaks Awards nominations has been extended to Friday, April 7, 2006.

Mr. Smith stated that the Crime Prevention Stakeholder Group met April 4, 2006. He noted that the Stakeholders are looking at innovative ways of crime prevention. The date for submittals to the County for crime prevention programs is April 28, 2006.

Mr. Smith stated that the 2006 Annual Walk to End Domestic Violence will take place Saturday, April 22, 2006 at 7:00 a.m. at the Wesley Bolin Plaza. He said that all member agencies are invited to form teams and sign up for the Walk. The team registration deadline is April 15, 2006. Mr. Smith noted that last year, the walk raised \$250,000 for local domestic violence shelters and the goal this year is \$300,000. He said that the cities of Mesa, Phoenix, Scottsdale, Chandler, Gilbert and Peoria formed teams for last year's Walk.

Mr. Smith stated that a user-friendly version of the executive summary for the FY 2006-2010 MAG TIP has been produced. The document includes summaries by jurisdiction for all member agencies with projects in the TIP, at-a-glance funding and project tables, photos and quick facts, complete project listings and maps of regionally significant projects by year. Mr. Smith noted that copies were provided to Regional Council members at the meeting on March 29, 2006 and would be mailed out to Management Committee members.

Mr. Smith introduced a new MAG staff member, Leo Luo, ITS Safety Engineer. Mr. Luo comes from Virginia where he attended the University of Virginia and received a master's degree in

Civil Engineering in Transportation. He also received bachelor's and master's degrees in Civil Engineering from Southwest Jiaotong University in China. Mr. Luo worked as a transportation planner and engineer at Guangdong Department of Transportation in China.

Mr. Smith stated that a meeting of the Four Corner COG Directors March 30 and 31 at the Doubletree Paradise Valley Resort. Mr. Smith noted that the meeting made him more appreciative of the great structure at MAG. He said that the other associations do not have Management Committees, Life Cycle Programs, nor rubberized asphalt programs. He also noted that they do not have the good relationships with their DOTs or federal agencies that MAG does. Mr. Smith noted that the Transportation Policy Committee is another unique feature of MAG's.

Mr. Smith stated that a Regional Planning Dialogue Retreat was held in Casa Grande on March 23 and 24, 2006. The Retreat included the elected officials from Arizona COG's and their Directors. Mr. Smith stated that topics included leapfrog development, but the centralized theme was transportation. He noted that I-10 is symptomatic of the problem with gateway routes that are in dire need of funding. Mr. Smith noted that there is an effort to put a coalition together to work on statewide plan. Mr. Smith stated that there is a plan to reconvene at the League Conference in Tucson in August 2006 to prepare for the legislative session.

5. Approval of Consent Agenda

Chair Beasley stated that public comment would be heard before action was taken on the consent items. Each speaker is provided with a total of three minutes to comment on the consent agenda. After hearing public comments, any member of the Committee can request that an item be removed from the consent agenda and considered individually. Chair Beasley stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, and #5H were on the consent agenda.

Chair Beasley recognized public comment from William Crowley, who stated that the FTA Elderly and Persons with Disabilities Transportation Program is not being addressed to the total it should be. Mr. Crowley stated that a one-cent tax per gallon of gasoline could be used for maintenance, in addition to improvements. Mr. Crowley stated that more than \$7,000 should be spent on the MAG Human Services Retreat and it should take place sooner than later. He stated that many jurisdictions have not paid their share to the Homeless Campus. Mr. Crowley noted that he had not yet read the Human Services Plan so he could not offer comment. Chair Beasley thanked Mr. Crowley for his comments.

Mr. Pettit updated members on the 2005 Census Survey. He said that the Census Bureau has extended the date to April 14, 2006 for jurisdictions to submit their concerns. Mr. Pettit stated that the Population Technical Advisory Committee and the Census Survey Oversight Committee met April 4, 2006 and discussed the appeals process.

Mr. McClendon stated that he understood that the numbers needed to be submitted to the Department of Revenue by May 1, 2006. Mr. Pettit replied that staff researched this and found that the Department will extend this date. Mr. McClendon commented that it is difficult for cities, who are in the middle of their budget planning, to develop budgets when it is unknown what the revenue to a city will be. Mr. McClendon also said that it was disturbing that using the

DES numbers was a possibility because cities had paid for the Survey. Mr. Smith noted that the Survey data would be used; DES numbers could be used only if state law was changed.

With no further discussion of the consent agenda, Chair Beasley called for a motion to recommend approval of consent agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, and #5H. Mr. Pettit moved, Mr. Cleveland seconded, and the motion carried unanimously.

5A. Approval of March 8, 2006 Meeting Minutes

The Management Committee, by consent, approved the March 8, 2006 meeting minutes.

5B. Recommendations to Arizona Department of Transportation for the FTA Elderly and Persons with Disabilities Transportation Program

The Management Committee, by consent, recommended forwarding the priority listing of applicants for FTA Elderly and Persons with Disabilities Transportation Program to the Arizona Department of Transportation. The Federal Transit Administration (FTA) provides approximately \$3 million annually to the Arizona Department of Transportation (ADOT) for capital assistance to agencies and public bodies that provide transportation services for people who are elderly and for people with disabilities. ADOT has again requested that the MAG Elderly and Persons with Disabilities Transportation Ad Hoc Committee (EPDT) rank the Maricopa applications for the FTA Section 5310 funding. The ranking provided by MAG is considered by ADOT in determining which applicants are to be awarded funding. This year, 14 applications for capital assistance awards, totaling 24 van requests and miscellaneous radio requests, were received. On March 21, 2006, the EPDT ranked the applications received.

5C. Interim Closeout of the Federal Fiscal Year (FFY) 2006 MAG Federally Funded Program

The Management Committee, by consent, recommended approval of a list of projects to be carried forward from FY 2006 to FY 2007 or later and to discuss possible priorities for utilizing MAG federal funds that become available through the FY 2006 Closeout Process. A revised initial closeout established that there was a temporary deficit of \$6.9 million in MAG Federal funds. By March 1, 2006, member agencies submitted requests to defer approximately \$11.2 million in projects from FY 2006 to FFY 2007 or later. As a result, the amount of funds available during the interim closeout is now just over \$4.3 million. The deadline for member agencies to submit requests for projects that can utilize these funds by the end of the Federal fiscal year is April 28, 2006. The Transportation Review Committee recommended approval.

5D. 2006 MAG Regional Human Services Plan

The Management Committee, by consent, recommended approval of the 2006 MAG Regional Human Services Plan. One of the main responsibilities of the MAG Human Services Coordinating Committee is to develop a regional human services plan. The purpose of this plan is to identify critical human services issues and to present the funding allocation recommendations for the Social Service Block Grant. The 2006 MAG Regional Human Services Plan has been created on the basis of broad public input, local expertise and national research.

The Plan provides an environmental scan and addresses funding and issues related to adults, families, children, the elderly, persons with disabilities and developmental disabilities, homelessness, and domestic violence. Best practices and next steps are cited as available in each section.

5E. Department of Housing and Urban Development Stuart B. McKinney Continuum of Care Consolidated Application Process for Maricopa County

The MAG Continuum of Care Regional Committee on Homelessness is the responsible entity for a year round homeless planning process. This includes the submittal of the Department of Housing and Urban Development (HUD) Stuart B. McKinney Continuum of Care Consolidated Application for the Maricopa Region. The 2006 application has been released by HUD, initiating the local application process. Applications are due April 14, 2006 at noon. Technical assistance is available upon request. The only opportunity for new projects is permanent supportive housing for chronically homeless individuals. Since 1999, a total of \$106 million has been awarded to the Region. Last year, the region received more than \$20 million for 48 homeless service providers. It is anticipated that our region will be awarded comparably in 2006. This item was on the agenda for information and discussion.

5F. Resolution on Funding for Permanent Supportive Housing and Services

On March 27, 2006, the MAG Continuum of Care Regional Committee on Homelessness approved a resolution on funding for permanent supportive housing and services. The resolution was initiated in response to the presentation given by Maricopa County Manager, David Smith, to the Regional Council on January 25, 2006. The resolution resolves that the members of the MAG Continuum of Care Regional Committee on Homelessness explore different options to fund permanent supportive housing and services in ways that are consistent with the needs, priorities and resources within their communities. This item was on the agenda for information and discussion.

5G. Consultant Selection for the MAG Specifications and Details Inventory Project

The Management Committee, by consent, recommended approval to select AZ-FLASH Companies, LLC. for the MAG Specifications and Details Inventory Project for an amount not to exceed \$80,000. The FY 2005 MAG Unified Planning Work Program and Annual Budget includes \$80,000 of Surface Transportation Program funding for the development of the MAG Specifications and Details Inventory Project. The desired results of this inventory effort are to obtain information concerning the character and extent of existing agency supplements to the MAG Standard Specifications and Details for Public Works Construction, as well as gather and categorize the supplemental specifications and details. A request for proposals was advertised and two proposals were received. A multi-agency review team met to evaluate the proposals on March 22, 2006. The evaluation team is recommending that the firm AZ-FLASH Companies, LLC be selected for the MAG Specifications and Details Inventory Project for an amount not to exceed \$80,000.

5H. 2005 Census Survey

On March 24, 2006, MAG received the preliminary results of the 2005 Census Survey. These survey results indicated a September 1, 2005 population estimate for Maricopa County of 3,507,573. The census survey noted a vacancy rate for many of the jurisdictions, an overall 12.5 percent, compared to the Census 2000 vacancy rate of 9.2 percent. MAG held extensive discussions with Census Bureau staff to discuss the discrepancy in vacancy rates. The Census Bureau offered to resurvey vacant housing units, and indicated that it would cost approximately \$400,000 that would be within the original survey budget. This resurvey may increase the population numbers, however the final impact is unknown. The results are preliminary and are subject to change. Comments regarding the survey need to be submitted to the Census Bureau by April 7, 2006. This item was on the agenda for information and discussion.

6. FY 2006 ADOT Freeway/Highway Program in the MAG Region - Proposed Material Cost Increases

Eric Anderson noted that the Management Committee had been briefed earlier on cost increases and how they were affecting construction of projects in the MAG region. In response to concerns about these cost increases, MAG hosted a Construction Cost Forum in January 2006. Mr. Anderson stated that the Arizona Department of Transportation has requested cost increases for projects in FY 2006 that meet the Material Cost Increase criteria. These increases reflect recent cost increases in right-of-way, construction materials, and overall project bid levels, as well as design considerations. Mr. Anderson noted that at each member's place was a revised list of material cost increases, which was updated to include a 12th project. Mr. Anderson stated that state law requires that MAG approve any change in priorities, new projects or changes that would materially increase program costs in the Regional Transportation Plan. He advised that staff reviewed the changes and determined that the cost increases can be accommodated within current cash flow by the deferral of other projects, in priority order, that are not ready for obligation in FY 2006. Chair Beasley thanked Mr. Anderson for his report and asked members if they had questions.

Mr. McClendon commented that the staff reports says that the rubberized asphalt project would not be ready for obligation in FY 2006. He asked why it would not be ready since it did not seem that it would require any design work. Mr. Anderson replied that the rubberized asphalt project was being delayed due to price increases and other factors, not because it was not ready to obligate. He noted that the language in the material would be corrected to clarify this.

Chair Beasley recognized public comment from Mr. Crowley, who commented that the price of a gallon of gas has increased 35 cents over the last month. He said that a one cent tax per dollar of gas is needed to fund maintenance and future construction of transit and transportation; otherwise, you will keep coming back asking for more taxes. Mr. Crowley stated that a committed source for cement is needed to help with cost increases. Chair Beasley thanked Mr. Crowley for his comments.

Chair Beasley asked members if there were any further comments from the Committee. Hearing none, he requested a motion. Mr. Buskirk moved to recommend approval of the material cost

increases for the 12 projects in FY 2006 as shown in the enclosed material. Mr. Pettit seconded, and the motion carried unanimously.

7. Request to Advance the Widening of I-10

Mr. Anderson reported on a request MAG received to accelerate a project that is part of the Freeway Life Cycle program. He said that the City of Goodyear, with the support of the City of Avondale, the City of Litchfield Park, and the Town of Buckeye, is proposing to advance the widening of I-10 from Loop 101 to Loop 303. Mr. Anderson stated that the proposal today is to add a general purpose lane from Dysart Road to Loop 303 and an HOV lane in the median. He noted that this will provide a continuous HOV lane from downtown Phoenix. Mr. Anderson stated that the project also includes a general purpose lane to the outside from Loop 101 to the future connection with Loop 303. He noted there is a similar configuration on the eastbound side. Mr. Anderson stated that this section of I-10 was identified as a Phase II project in the Regional Transportation Plan. The second phase, which will be considered at a later time, would widen I-10 from Loop 303 to SR-85. Mr. Anderson stated that the proposal being considered today is from Loop 101 to Loop 303 to add general purpose lanes to the inside and outside and HOV lanes. He noted that currently, there are two general purpose lanes westbound past Loop 101 and no HOV lane. Mr. Anderson said that the same pattern is present in the eastbound lanes, except that there are three general purpose lanes from Dysart to I-17. He commented that the areas with two lanes are frequently congested.

Mr. Anderson stated that construction of the Loop 101 to Dysart Road segment was scheduled in the RTP for 2014 and is proposed to start in 2008. The Dysart Road to Sarival Road segment was scheduled for 2011 and is proposed to 2008 for the inside lanes and 2009 for the outside lanes. Mr. Anderson explained that the year difference is attributed to environmental work that needs to be completed.

Mr. Anderson stated that the last component of the project is the realignment of I-10. He said this segment is approximately two and one-half miles in length, beginning to the east of the Loop 303 connection and ends at approximately Citrus Avenue. Mr. Anderson advised that realignment is scheduled for 2011 and is proposed for 2009. The realignment is needed to accommodate the interchange with Loop 303. Mr. Anderson remarked that he understood this segment might not be accelerated and discussion with the Southwest Valley communities was continuing.

Mr. Anderson then reviewed the financial information on the project. He said that the estimate of the cost of the widening, using the most recent cost information, is approximately \$225.9 million. Mr. Anderson stated that Goodyear applied for an ADOT HELP loan for the design work in the amount of \$7.4 million. In addition, Grant Anticipation Notes (GANs), issued by ADOT, will be utilized for the bulk of the financing. Mr. Anderson noted that GANs have been used for the Pecos Road Traffic Interchange on I-10 and to accelerate the completion of the Proposition 300 program.

Mr. Cleveland stated that four city councils met last night and came out with signed resolutions stating their commitment for a long-term relationship for the next 20 years to address the

infrastructure needs on I-10. He said that the I-10 widening will eventually continue to SR-85 with Buckeye's participation. Mr. Cleveland noted that there is immediacy to proceeding with the project instead of waiting for up to seven years because this section is the most deadly in the United States. He said that on I-10, .71 accidents per mile occur within the City of Phoenix, 1.56 per mile within the City of Avondale, and 2.0 within the City of Goodyear, compared to .19 for the rest of the United States.

Mr. Cleveland stated that the public has spoken. He commented that the cities looked at alternatives. Mr. Cleveland noted that 200 people showed up at the Avondale/Goodyear/Litchfield Park/Buckeye council meeting, including representatives from the State and the Legislature, and interested parties. Mr. Cleveland stated that the four cities believe they are prepared to make something happen because they cannot afford to wait. They have committed local funds to comply with the adopted MAG Acceleration Policy so other projects will not be negatively impacted. Mr. Cleveland stated that they were requesting that the Management Committee consider including this project in the FY 2007-2011 TIP.

Chair Beasley asked members if they had questions. Mr. Brady asked if the acceleration was in compliance with the existing acceleration policy and if it would affect other projects. Mr. Anderson replied that the project complies with the adopted MAG Acceleration Policy. He noted that one of the cornerstones of the policy is that as projects are accelerated, no other projects would be negatively impacted. Mr. Anderson remarked that staff carefully scrutinizes accelerations to ensure this.

Ms. Kraus asked for clarification between the discrepancy in newspaper articles that reported the cities' share would be \$66 million and the MAG material that says \$17.4 million. Mr. Anderson responded that the newspaper reported the total interest for the entire project to SR-85. He noted that SR-85 widening would not occur until 2013 and this would need subsequent MAG approval. Mr. Anderson stated that the resolutions by the four cities included the entire widening assuming the next project is approved through the MAG process. He said that the amount reported in the newspaper is for a larger project than what was being considered and includes all of the interest.

Ms. Kraus commended the four cities for working together. She said that it conveys a great message to those watching as the RTP is implemented. Ms. Kraus asked for clarification of the GANs capacity. Mr. Anderson stated that GANs are issued by the Arizona Department of Transportation and security for GANs are the federal funds flowing to ADOT. In reality, we are using program funds, including federal, sales tax, and HURF funds. Mr. Anderson stated that the capacity analysis is tied only to the federal funds flowing to ADOT. He explained that a portion of the statewide GANs is allocated to MAG. He stated that MAG used some capacity for the acceleration of the I-10/Pecos Road interchange on I-10 and the acceleration of the freeway system for completion in 2007. He remarked that it is typical when developing highway programs to use HURF and RARF bonds and reserve GANs for specific project accelerations or future uses such cost increases. Mr. Anderson advised that the MAG program has significant capacity at this point and it is growing as old GANs are being paid off. Mr. Anderson said that this project will use about three-quarters of the capacity, which will then be freed up as the notes are paid off in 2013 and 2015.

Ms. Kraus asked if it was fair to say that this one project would be using significant capacity. Mr. Anderson replied that was a fair statement, however, there is HURF and RARF bonding in the program. He stated that this was a fairly good use of this technique. Ms. Kraus stated that when Chandler utilized the acceleration process, they looked at bite-sized pieces. She expressed that she was a little concerned about accelerating so large a project because the RTP is at the beginning stages and there is a lot of scrutiny. Ms. Kraus asked if cities discussed accelerating the design and construction later?

Mr. Cleveland replied that by April 21, 2006, they had gone through two review processes with recommendations for approval. He added that the cities think the State Transportation Board will approve the \$7.4 million. Mr. Cleveland stated that the cities do not want to wait until 2009 and are willing to step up with a financial commitment so that ADOT can start the next phase in May or June and the design can be completed by September 2007. Mr. Cleveland commented that they are incrementally phasing this project and would not allocate all of the bonds all at one time. Mr. Cleveland explained the current schedule where the 2011 Dysart to Sarival segment could not start until 2014, until the Agua Fria to Dysart segment is completed because you cannot have hourglass effect. Mr. Cleveland noted that ADOT reviewed the cash flow model and found that it works. He added that Buckeye agreed to step into the process 15 years before they are assured of any additional lane capacity so the project can move forward.

Ms. Kraus asked when the design would be complete. Mr. Cleveland replied it would be complete in September 2007. He then explained that because of how the projects were scheduled in the RTP, the segment in Goodyear, scheduled for 2009, would have to wait until after the segment in Avondale, scheduled in 2011, was completed. Ms. Kraus asked if there had been any discussion to accelerate the design projects so they would be shelf ready. Mr. Cleveland replied it will be shelf ready in September 2007. Ms. Kraus expressed concern about committing a lot to this particular project. She asked if they could just move forward the design and have no commitment on construction until people were more comfortable with how the RTP was progressing. Mr. Cleveland replied that there were 14 deaths in this section of road, which is an elevated, two-lane rural design in an urban setting with large trucks and drivers going 65 mph. He stated that this has caused their electorate to say there is no waiting. Mr. Cleveland stated there is federal and state interest in expediting funding for freeway systems, not just this segment. He added that this acceleration would not have happened without their research and support. Mr. Cleveland also extended thanks to the County for helping them with this effort.

Ms. Kraus expressed that she was not suggesting this project be delayed, but thought the focus could be on the design and then see what state and/or federal funds might be available. She said that she was concerned about committing to this when not all the financial partners are at the table. Ms. Kraus commented that this is a big bite at the beginning stage of the program.

Mr. Smith stated that one could say that this is a parochial effort, but he did not see it that way. He noted that accelerations have been done for other projects, such as the Santan. Mr. Smith stated that the Texas River of Trade organization visited MAG and expressed concern for I-10. He stated that as a freight corridor, it serves the Valley, Tucson, and other areas. Mr. Smith stated that the West Valley, and also the entire region, will benefit if this is completed.

Mr. Rodriguez asked about the impact to the South Mountain Freeway. Mr. Anderson replied that ADOT is still considering three alternatives as connections for the South Mountain, none of which will impact this project, which is west of the alternatives. Regarding financing, we have extensive bonding capacity. Mr. Anderson noted that because of the lengthy EIS process, some of the projects for the South Mountain will be pushed out farther, thus freeing up cash flow. Mr. Rodriguez asked if South Mountain traffic studies would be postponed and if the change in traffic patterns resulting from the widening would be taken into account. Mr. Anderson replied that South Mountain traffic studies would not be postponed because project money cannot spend money until the EIS Record of Decision is completed. Mr. Anderson stated that the consulting firm that did the traffic analysis on I-10 also that did the Design Concept Report and is involved in other segments of I-10. He added that MAG provided them up-to-date traffic numbers and all of the analyses are based on the current traffic information.

Ms. Schwartz-Manock stated that she heard an IGA with ADOT usually would be signed before it comes to MAG. Mr. Anderson replied that an IGA typically follows MAG action because IGAs require a lot of work.

Mr. Anderson referenced the question asked by Ms. Kraus about committing only to design without committing to construction. He stated that the ADOT HELP Advisory Committee asked if construction would be accelerated for this project. Mr. Anderson stated that the HELP Advisory Committee expressed concern about funding design without a commitment on construction.

Ms. Kraus commented that she did not want to give the impression that Chandler is not supportive of advancing the project, she was just concerned about committing such a large amount of money at this early stage of the program when better alternatives to funding may develop after the design. Mr. Anderson advised that if other funding mechanisms become available between now and when the GANs are issued, we will take a look at them. Ms. Kraus asked if that would necessitate that the IGA be redone. Mr. Anderson replied that it would, but if it is worthwhile, it would be done.

Mr. McClendon stated that the cities are working hard to find other funding sources. He commented that regardless of funding source, this needs to be added to the TIP in order to move ahead.

Mr. Ellis moved to recommend approval of the Proposal to Accelerate Widening of I-10 from Loop 101 to the vicinity of the I-10/L303 junction in the West Valley and include this project in the draft FY 2007 to FY 2011 Transportation Improvement Program for the purpose of air quality conformity analysis. Mr. McClendon seconded.

Before a vote was taken, Chair Beasley commented that it was a worthy project. He asked who pays, who votes, and who handles if there were cost overruns. Mr. Anderson if the cost is higher than shown at approval, the sponsoring jurisdiction would be responsible for finding financing to cover the higher costs. He said that we are seeing a plateauing of costs. Mr. Anderson noted that if costs were too high, the sponsoring jurisdiction might say they could not do the project. He added that there are safeguards in place to ensure the program would not share the cost risk.

Chair Beasley recognized public comment from Mr. Crowley, who urged building the South Mountain and all alignments to their full footprint. He said that he also appreciated good planning, which is demonstrated in this project, unlike Anthem. Chair Beasley thanked Mr. Crowley for his comments.

Mr. Rumpeltes stated that he supported the project, as long as other projects were not adversely impacted. He added that the graphic that showed the Estrella as a freeway needed to be revised because it would not be a freeway until Phase II of the Proposition 400 program.

Hearing no further discussion, Chair Beasley called for a vote on the question, which passed unanimously.

8A. FY 2006 MAG Mid-Phase Public Input Opportunity

Jason Stephens reported the input received during the Mid-Phase Input Opportunity, which was received from February 2006 through March 2006 on the FY 2007-2011 Transportation Improvement Program and the Regional Transportation Plan - 2006 Update. Mr. Stephens stated that MAG has an adopted four-phase public involvement process – early phase, mid phase, final phase and continuous involvement. He said that input opportunities included meetings of the MAG Management Committee, Transportation Policy Committee and Regional Council, several special events and a Joint Transportation Open House and Public Hearing. Events and opportunities were held in conjunction with the Arizona Department of Transportation, Valley Metro and Valley Metro Rail. Mr. Stephens displayed some of the questions and comments received, all of which were summarized in the report that was included in the agenda packet. Chair Beasley thanked Mr. Stephens for his report. No questions from the Committee were noted.

8B. Approval of the Draft FY 2007-2011 MAG Transportation Improvement Program for an Air Quality Conformity Analysis

Paul Ward updated members on the development of the MAG Transportation Improvement Program (TIP). He said that all projects come from the FY 2006-2010 MAG TIP and the Regional Transportation Plan. Mr. Ward stated that a TIP is required every four years; however, MAG drafts a TIP every year due to the region's high rate of growth and air quality concerns. MAG Federally funded projects were submitted September through December; ADOT and transit projects were added by December; and the remaining projects by the end of January. Mr. Ward stated that the Draft TIP is considered for approval to undergo an air quality conformity analysis in April, which is complete by May or June. Mr. Ward stated that this is followed by a public hearing in June, with Regional Council approval anticipated in July.

Mr. Ward stated that TIP includes all regionally significant projects and contains 623 street projects, 247 transit projects, 120 freeway projects, 108 bicycle and pedestrian projects, 65 ITS projects, 33 air quality or transportation demand management projects, and 21 bridge, maintenance, or other projects. Mr. Ward said that the TIP includes a total of \$6.29 billion from all sources and explained how the funding is allocated by mode. He stated that the TIP includes \$463.2 million in federal funds.

Mr. Ward stated that material was at each place that included: 1) Errata sheet 07-03, which shows any additions or changes to projects that were received after the mailout; 2) Two tables that showed ADOT new projects and changes to existing projects in the State Highway System in the MAG Region. He noted that the two tables had inadvertently been omitted from the agenda packet. Mr. Ward stated that all of these projects have already been included in the Draft TIP. Chair Beasley thanked Mr. Ward for his presentation and asked members if they had questions.

Ms. Seelhammer stated that the Town of Queen Creek is a gateway community to the fast-growing Pinal County area. The Town is small in population and 75 percent to 80 percent of its traffic is pass-through traffic. Ms. Seelhammer commented that the Town has \$107 million in projects, but only \$400,000 is federally funded. She said that this seems like a small amount when there is \$463 million in federal funds. Ms. Seelhammer stated that she would like to discuss this with staff to ensure the Town gets its share of federal funds.

Chair Beasley recognized public comment from Mr. Crowley, who commented that a newspaper article he had submitted to staff was not included in the Input Opportunity Report. He added that no one from the City of Phoenix attended the public hearing. Mr. Crowley said that Dianne Barker asked a question about light rail receiving CMAQ funds when it did not have a CMS score. He said that the report only says that she was correct, and he added that the money needs to be returned if it is not allocated properly. Mr. Crowley stated that the law that allows buses to idle for extended periods needs to be changed. He stated that the light rail station at 25th Avenue and Mountain View Road is not multimodal and does not connect across the freeway to Metrocenter. Mr. Crowley commented that on average, there were only two notifications printed per bus for a hearing May 23, 2006. Chair Beasley thanked Mr. Crowley for his comments.

8C. Approval of the Draft MAG Regional Transportation Plan - 2006 Update for an Air Quality Conformity Analysis

Roger Herzog stated that the 1990 Clean Air Act Amendments require that transportation plans and programs be in conformance with applicable air quality plans. To comply with this requirement, it is necessary to conduct a conformity analysis on the 2006 update to the MAG Regional Transportation Plan (RTP). Mr. Herzog stated that the 2006 Update includes FY 2007 through FY 2026. The major new items in the 2006 Update are revised revenue estimates, and inclusion of the life cycle programs for freeways/highways, arterial streets, and transit. The life cycle programs are consistent with the project priorities originally identified in the RTP, and provide a detailed listing of project scheduling and funding by year. These programs would replace the project phases and costs that were originally presented in the RTP. He stated that the Update establishes a base for program monitoring and future decision-making on program adjustments. Mr. Herzog noted that the approval of the 2006 Update follows the same schedule as the approval of the TIP.

Chair Beasley recognized public comment from Mr. Crowley, who commented that the amount of money going to bus and light rail passenger facilities needed to be bifurcated. He added that

right now, it is listed in one total amount. Mr. Crowley urged that bus stops need to be covered before park and ride lots are covered. Chair Beasley thanked Mr. Crowley for his comments.

Mr. Cleveland moved to recommend approval of the Draft FY 2007-2011 MAG Transportation Improvement Program and to recommend approval of the Draft MAG Regional Transportation Plan - 2006 Update for air quality conformity analysis. Ms. Kraus seconded, and the motion carried unanimously.

9. Update on the Regional Governmental Service Center

Denise McClafferty reviewed recent updates on the Regional Governmental Service Center. She said that both the Executive Committee and the Building Lease Working Group (BLWG) have met on a continual basis regarding this project. Ms. McClafferty stated that the purpose of the regional office building is to house four regional agencies, including MAG, RPTA, Valley Metro Rail and Arizona Municipal Water Users Association in one central location that is easily accessible. The building would also provide appropriate security, optimal meeting room space and adequate parking.

Ms. McClafferty stated that the BLWG researched approximately 20 sites, from downtown to midtown and even by the airport area. Proposals were received on five sites, which include Maricopa County Block #26 (west of the Forensic Science bld on 7th Ave & Jefferson), Central and Van Buren, McKinley and 1st Avenue, Washington and 45th Streets, and 2nd Avenue west of the YMCA site. She said that the BLWG narrowed down the five sites to two potential sites, Central and Van Buren and McKinley and 1st Avenue.

Ms. McClafferty described the Central and Van Buren site, which is a mixed-use development of Class A office space, retail space, above and below grade parking, ASU classroom space, and residential condominium space. Completion is scheduled for the second quarter of 2008.

Ms. McClafferty described the McKinley and 1st Avenue site, which runs along 1st Avenue, McKinley and 2nd Avenue. She said that the developer, Ryan Companies, will work with the regional agencies on a build to suit. Occupancy is anticipated in the first quarter of 2009.

Ms. McClafferty stated that the Executive Committee and the BLWG held a joint meeting on March 20, 2006 and received presentations from the developers on the McKinley site and the Central and Van Buren site. The consensus of both the Executive Committee and the BLWG was to preliminarily select the McKinley and 1st Avenue site. Ms. McClafferty noted this site was chosen because custom meeting room space could be built, building and parking security needs could be addressed, it maintains a presence on the light rail system, and provides optimal ingress and egress.

Ms. McClafferty stated that staff met with the developer and land owner regarding additional information on the building and how it might affect the cost, such as the HVAC system and internal finishes. There are also discussions taking place on other unresolved issues on this site. She advised that the cost of this project should run from the high \$60 million to the mid \$70 million range.

Ms. McClafferty stated that expertise is needed for this project, and on March 29, 2006, the Regional Council authorized MAG staff to secure financial, legal and program management services. These professional services will help to obtain more details and are anticipated to range from approximately \$150 to \$600 per hour, depending on the type of service. Ms. McClafferty stated that staff is currently working to gather firms and rates for these professional services and will present this information to the Executive Committee and BLWG for action and then to the Regional Council for ratification. Chair Beasley thanked Ms. McClafferty for her report and asked the Committee if they had questions.

Mr. Ellis asked the proposed square footage. Ms. McClafferty replied that the proposed building would be 200,000 square feet.

Mr. Smith brought up concerns about neighborhood impacts and the parking garage. He said that Phoenix expressed that it would be best if there is no ingress nor egress onto Second Avenue which fronts the neighborhood, and Phoenix also expressed concern for the skin of the garage facing the neighborhood. Mr. Smith stated that staff would be meeting with community groups on these concerns. He commented that the goal is to have a building that would be an asset to the neighborhood.

Mr. Fairbanks complimented MAG staff for the thorough analysis, which has been examined many times. He said that a very comprehensive amount of work was done that looked at long-range space needs, convenience and access, and financial elements. Mr. Fairbanks commented that he thought outstanding sites were identified. Mr. Fairbanks noted that people at the highest level at the City of Phoenix are concerned with neighborhood impacts and historic preservation. He added that he understood MAG was dealing with those issues.

Ms. McClafferty presented the numbers on leasing versus purchasing. She said that leasing was \$34.47 per square foot and purchasing was \$30.02, with the break-even point reached at year 16 or 17. Mr. Smith stated that the Ryan Company has provided the price of the building, but negotiations are ongoing on tenant improvement costs, to ensure these costs are adequate and reflected in the total cost of the building.

Mr. Cleveland asked the square footage of the current MAG building. Mr. Smith replied that MAG is on two floors that total 24,000 square feet. He added that the bank will be vacating its first floor location this summer and the fourth floor becomes vacant in 2008. Mr. Smith indicated that this extra space could potentially accommodate MAG's needs, but not those of the other regional partners--RPTA, Valley Metro, and AMWUA. He stated that a new building could provide space for growth and opportunities to house other agencies, such as the Maricopa Partnership for the Arts and Culture, or the University of Arizona Transportation Laboratory. He said that we are looking for synergy in working with the partnering agencies. Mr. Smith also noted that the agencies would have an asset, as opposed to leasing forever and never owning. He mentioned that GPEC also considered locating in the building, but it is not certain if their present location or one with the partners would be better for them. The idea is to have a location for members that is an elevator ride away, not a car ride away.

Mr. Fairbanks stated that one of the many benefits is that many agencies could be located in one building. Economically it makes sense—public entities need a lot of meeting space. Mr. Fairbanks stated that the current space is good, but could be better. He said that many agencies can only get by through borrowing MAG meeting rooms. Mr. Fairbanks stated that this potentially saves a lot of money and provides office consolidation. He expressed appreciation for the enormous amount of work has gone into this project.

Mr. Ellis asked if it was planned to leave some space unfinished. Ms. McClafferty replied that was still to be determined. She added that space might be leased to other organizations in the interim.

10. Discussion and Update on the Draft FY 2007 MAG Unified Planning Work Program and Annual Budget

Becky Kimbrough reported on the development of the FY 2007 MAG Unified Planning Work Program and Annual Budget. Ms. Kimbrough stated that the Intermodal Planning Group would be reviewing the Work Program on April 6, 2006. She said that she would report back any comments to the Committee. Ms. Kimbrough noted that proposed new projects in the Work Program include the Access to Freeway Condition Information Via Handheld Devices and the Southwest Valley/Western Pinal County Transportation Study. She noted that additional support was recommended for Valley Metro Rail for extending the light rail system in the RTP.

Ms. Kimbrough stated that the Executive Committee directed staff to explore other indices for calculating the estimated dues and assessments. Information on potential inflation indices was taken to the March 20, 2006 Executive Committee meeting for review and staff was directed to use the prior year Consumer Price Index for all urban consumers (CPI-U). Ms. Kimbrough noted that the CPI-U factor for 2005 is 3.4 percent and this has been applied to the estimated dues and assessments for FY 2007. Using the CPI-U factor of 3.4 percent results in a decrease in estimated dues and assessments of \$20,106.

Ms. Kimbrough stated that the total proposed overall FY 2007 budget with carryforward reflects a decrease from last year because of the reduction in the costs of two projects--the Community Emergency Notification System and the 2005 Census Survey. Mr. Smith noted that the funds to Valley Metro Rail for planning staff work associated with the light rail system in the RTP will increase approximately \$250,000, which would come from converting existing park and ride funds. He added that this will be in the budget next month.

11. Update on Maricopa County Jail Per Diem Rates and Booking Costs

David Smith reported that in April, the County notifies cities and towns that utilize the County jail of the upcoming per diem rates. He said that the rate is two-tiered: 1) The first day booking rate; 2) The rate for subsequent days. Mr. Smith stated that pursuant to State statute, the County is required to provide jail service, which is for municipal prisoners only, not felons. He introduced Tom Manos, Chief Financial Officer for the County.

Mr. Manos explained the methodology used by the County in determining the rates. He said that the Sheriff is mandated by ARS §13-121 to receive all persons who are committed to jail by competent authority and provide them with necessary food, clothing and bedding. Mr. Manos noted that cities and towns are not mandated to use the County jail system for their municipal prisoners. If the person was arrested by a peace officer employed by a city or town and that person is charged in municipal court, the costs of this incarceration shall be paid by the city or town. Mr. Manos reviewed major components of the budget. He said that cost allocations are based on bookings and actual days of housing through the calendar year. Mr. Manos stated that a Request for Proposals is being developed to have cost allocation model updated, which will be utilized for the FY 2007-2008 rate.

Mr. Manos reviewed the detention budget increases over the past three years. In FY 2003, the budget was \$85,953,935. It increased to \$99,447,627 in FY 2005, to \$121,469,205 in FY 2005, and to \$157,611,040 in FY 2006. He commented that nearly all cost increases are driven by adding officers to open new facilities. Mr. Manos stated that the new jail facilities opened in FY 2004. The full year impact of these new facilities will be reflected in the FY 2007 budget.

Mr. Manos reviewed the budget increases from FY 2003 to FY 2004, which included 200 additional positions, increased benefits, and market adjustments. The detention budget increases from FY 2004 to FY 2005 were attributed to 416 additional positions, increased benefit costs, performance pay, and software maintenance. The detention budget increases from FY 2005 to FY 2006 resulted from 528 additional positions, market adjustments, performance pay, increased benefit costs, an increase in custodial services, and radio and computer equipment. Mr. Manos stated that market adjustments have helped with the recruitment process, however the County is trailing the market.

Mr. Manos stated that a few years ago, MAG formed an Incarceration Working Group to discuss the per diem and booking rates. He said reported that Eric Anderson had prepared a cost projection for the Working Group. Mr. Manos noted that the costs were held in line for five years consistent with those projections.

Chris Bradley, Maricopa County, presented a summary of the jail tax and general fund maintenance of effort. He said that the tax is a one-fifth of one percent sales tax. Mr. Bradley stated that the law says the County provides support out of the County general fund. This cost will increase to \$160 million next year.

Mr. Bradley stated that the jail excise tax applies to both adult jails and juvenile detention. He said that the question has been raised asking why the per diem needs to be increased if there is a tax, and explained that the law says cities and towns are to pay the costs for their prisoners. Mr. Bradley stated that operating costs for the jails and juvenile detention, including inmate health care, continue to increase due both to increasing detention population and increasing salaries, benefits, and prices of goods and services, particularly fuel and health care. Mr. Bradley advised that based on preliminary budget figures for next fiscal year, more than 90 percent of detention fund operating revenues will fund operating expenditures, and this proportion is likely to grow.

Mr. Bradley stated that the County will need to address additional capital needs in coming years. He said that new facilities and major renovations to existing facilities will be needed. Mr. Bradley advised that the jail excise tax is the County's only funding source for future capital items, as well as associated operating costs. He noted that managing the growth of the prisoner population would be the preferred option. Mr. Bradley stated that operating costs are increasing and the County will have to manage these costs carefully in the future in order to adequately fund future operations and capital. He noted that the County's most recent ten-year forecasts predict operating deficits in future years. Mr. Bradley stated that city jail per diem revenue is an ongoing revenue source. He advised it would violate good fiscal management practices and County policy to use non-recurring fund balance to fund operations in place of city jail per diem payments.

Mr. Bradley stated that the two adult facilities, at 4th Avenue and at Lower Buckeye, are large facilities and funding operations is a challenge. Mr. Bradley noted multiple facilities, including the juvenile facilities and courts at Durango and Mesa, the juvenile residential treatment center, the Estrella Support Building, the Lower Buckeye Jail Central Services, the Durango parking structure, the Durango Utility Relocation, and the Sheriff's Office Training Facility.

Loretta Barkell, Sheriff's Office, provided an update on increases in the jail population, which was less than 105,000 in 1994, has now increased to more than 120,000. She said that on an average day, 9,600 inmates are housed at the jails. This number peaked at 10,000 in November and December 2005. Ms. Barkell advised that 179 officer positions need to be filled to complete hiring for jail facilities.

David Smith stated that the County is interested in partnering with the cities and towns to reduce their costs. He said that the County set up an informal system where municipalities can make decisions on prisoners who require expensive medical treatment. Mr. Smith commented on an initiative on crime prevention aimed at juveniles looks at alternatives to building our way out. He said that the County is looking at better management of the jail population and also prevention.

Mr. Ellis thanked County staff for the excellent overview. He acknowledged that this is a large expenditure for everyone and is growing. Mr. Ellis asked if the cost and revenue forecasts indicated the magnitude of future cost increases. Mr. Manos replied that the County feels the largest increases have taken place. He remarked that he would recommend an update of the five year forecast in conjunction with MAG. Mr. Manos commented that he felt something would probably need to be done with the compensation. He advised that the County should have a good idea of where the rates will be for next year after the budget process for this year is completed.

Mr. Cleveland commented that if the trend continues another building cycle will be needed. He said that he was supportive of participating in the crime prevention strategies but thought it useful to include another building. Mr. Cleveland pointed out that the red dot map indicates growth from five million people to 16 million, and unfortunately, capacity will be needed for some of them. Mr. Manos said that some new facilities are coming online in the next few years. He stated that one strategy is to renovate the Madison Street jail. The problem is so large not one strategy will solve it and we cannot build our way out of this issue. Mr. Manos advised that

for every day added to the average length of stay, 400 beds are needed. Small efficiencies could produce big results.

Mr. Fairbanks expressed his appreciation for seeing the numbers and added that the County historically has done a good analysis of costs. He stated that he thought the jail system is run fairly efficiently and effectively. Mr. Fairbanks stated that the reason state law requires the County to provide jail service is the County got the law passed. Mr. Fairbanks expressed his hope that the County will spend more on ensuring felons do not escape than in guarding misdemeanor offenders. He asked if the same amount was charged for misdemeanor offenders as felons. David Smith replied that some people arrested for misdemeanors have extensive rap sheets and prior arrests for violent acts. In addition, some act out in a facility and end up in maximum security. Ms. Barkell stated that they do not budget by classification but by the number needed to secure the facility.

Mr. Rodriguez suggested that classification might be important if juveniles are separated from adults for some items; for example, funding might be available because of the education component. He also asked about alternatives to freedom limitations, such as electronic monitoring bracelets. Ms. Barkell replied that the Sheriff's Office is looking into ways to keep staffing levels stat. The Sheriff's Office looked at the use of electronic monitoring bracelets, etc. so inmates can move through the facility without an escort. Ms. Barkell advised that the initial system cost close to \$5 million for one or two facilities, with annual maintenance estimated at \$800,000 to \$1 million per year added to that. She remarked that the electronic bracelet system would have cost more than \$3 million per year. Ms. Barkell stated that the Sheriff's Office is looking into other options to keep costs down not only on the personnel side, but also on the cost/benefit side.

Mr. Manos stated that municipalities can make the decision to sentence an offender to bracelet monitoring or to jail. He added that some municipalities are innovative about sentencing and noted that Phoenix booked fewer inmates last year than it did in 1996. Mr. Manos stated that the County would be more than happy to work with municipalities on alternatives to incarceration.

Chair Beasley directed that MAG's staff economist update the projections and the Working Group reconvene with those interested in participating.

Mr. Fooks stated that he would like the work patrols to continue and even increase. Ms. Barkell replied that she would take that to the Sheriff and she could also provide statistics on the program.

12. Legislative Update

Lindy Bauer reported that the Environmental Protection Agency notified MAG and the Pima Association of Governments (PAG) that if certain transportation control measures in the air quality plans are not funded and implemented on time, conformity will lapse and major transportation projects will be stopped. Ms. Bauer explained that at risk are projects estimated at \$2.6 billion in the FY 2007-2011 MAG TIP, and also projects in the PAG TIP. She said that

previously, the Arizona Department of Environmental Quality (ADEQ) funded these transportation control measures from the Air Quality Fund, but will no longer since legislative changes have reduced the fund by \$15 million. Ms. Bauer advised that funding from the Legislature is needed to cover the loss of funding previously funded by ADEQ. She then reported that \$1,673,575 is needed for the MAG region and \$623,000 is needed for the PAG region. Ms. Bauer stated that MAG has already contributed to funding these programs. She noted meetings that have taken place with intergovernmental staff, legislative staff, and County staff on this issue.

Dennis Smith stated that support from the Management Committee was needed to contact legislative leadership. If MAG picks up the cost for these programs, it will take money out of transportation. Mr. Smith commented that funding these programs is something the State needs to do and noted that MAG already funds the State Capitol Rideshare program.

Mr. Fairbanks moved to have staff contact legislative leadership. Mr. Cleveland seconded, and the motion carried unanimously.

13. Comments from the Committee

An opportunity will be provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

No comments from the Committee were noted.

There being no further business, the meeting adjourned at 2:15 p.m.

Chairman

Secretary